

Planning Advisory Committee Meeting #6 Notes

Wednesday, March 21, 2017 | 5:30–8:30 p.m.

Hillsboro Brookwood Library | Event Room

2850 NE Brookwood Pkwy, Hillsboro

Committee Member	Seat	Attendance
Jerry Willey	Chair (ex officio)	Present
Steve Nagy	Hillsboro Airport Manager (ex officio)	Present
Colin Cooper	City of Hillsboro	Present
Casey Sherwood	FAA Local Air Traffic Control	Absent
Jadene Stensland	Environmental / regulatory	Absent
Andrew Singelakis	Washington County	Present
Henry Oberhelman	Community Planning Organization 8	Present
Kimberly Culbertson	Community Planning Organization 9	Present
Charles Hagele	Citizen at Large	Present
Keyanus Jacobo	Citizen at Large	Present
Alison Elmer	Citizen at Large	Present
Juan Carlos González	Citizen at Large	Present
Trent Robinson	Youth Citizen at Large	Absent
Dirk Wittig	Airport Business	Present
Ryan McCartney	Airport Business	Absent
Monika Johnson	Airport Equity Business	Absent
Deanna Palm	Local Business	Present
Scott Gratsinger	Aviation Industry Professional	Present

Port of Portland Staff Present		Consultant Staff Present	
Ryan Parker	Richard Vincent	Dave Nafie	<i>WHPacific</i>
Sean Loughran	Stephen Winkle	Patrick Taylor	<i>Coffman Associates</i>
Chris White	Aaron Ray		
Jayson Shanafelt	Dirk Anderson	Dan Reid	<i>Mackenzie</i>
		Brian Varricchione	
		Brent Nielson	
		Anne Presentin	<i>EnviroIssues</i>
		Seth Baker	

Welcome and Meeting Introduction

Anne Presentin, Planning Advisory Committee (PAC) facilitator, opened the meeting by calling attention to a slide show of drawings. Port of Portland staff asked third graders from Quatama Elementary School to draw what they thought Hillsboro Airport should look like in 20 years as part of their *Where in the World* youth outreach program.

Anne Presentin reviewed the meeting agenda and explained that the focus of the meeting was on two subareas of Hillsboro Airport known as the Cornell Subarea and Evergreen Subarea. Project staff would present community input collected since the previous meeting and ask PAC members to identify the

drawbacks and benefits of each subarea alternative. Community members who attended the meeting would be able to participate in a similar activity that will be provided to PAC members.

Anne Pressentin acknowledged one new PAC member, Monika Johnson, who assumed Jackie Murphy's seat as an airport equity business representative of the committee. Ms. Pressentin also acknowledged three PAC members running for public office: Kimberly Culbertson, Juan Carlos Gonzalez and Jerry Willey.

Anne Pressentin asked PAC members for comments on the summary of the previous meeting. No comments were given. Ms. Pressentin also acknowledged that PAC members were invited to review and comment on the draft chapters of the master plan completed so far. More chapters would be made available soon.

PAC Chair Jerry Willey said he appreciated the project team sending meeting materials for PAC members to review in advance. The details of the master plan become more exciting as the process progresses toward a decision. He said he's looking forward to finding out what Hillsboro Airport could look like in the future.

Henry Oberhelman asked when the PAC could expect to see preliminary financial feasibility information for master plan implementation. Ryan Parker, Project Manager for the master plan process, explained that the project team would present a preferred alternative for airport property at PAC Meeting #7 including financial information similar to what was provided in the alternatives analysis. PAC Meeting #8 will include financial information at a project level with phasing information.

Business Report

Steve Nagy, General Aviation Manager for the Port of Portland, explained that the Port of Portland Commission had adopted a new equity program. Mr. Nagy explained that the equity program reflected the social equity lens of sustainability. He introduced Chris White, Community Affairs Manager for the Port of Portland.

Chris White said the new equity policy was adopted in February 2018 and is available on the Port's website. The equity program focuses on racial equity to prioritize opportunities and partnerships that lift communities of color. The program is consistent with similar programs used by the city of Portland and Multnomah County, and to some extent, Washington County. Ms. White said the equity program would be relevant to the implementation of the master plan. The program looks at diversifying the work force and leveraging the Port's position to help communities of color through Port work. Equity is an emerging discipline in government and the Port of Portland is trying to show leadership in how the Port hires and retains staff. Ms. White said she was happy to take questions on the subject during the meeting break.

Community Involvement Update

Seth Baker explained that Centro Cultural had a large role in community involvement activities over the winter months, partnering with the Port on several events and translating content for a Spanish version of the online open house and survey. Mr. Baker asked Juan Carlos Gonzalez to say more about the activities.

Juan Carlos Gonzalez introduced himself as the Director of Development and Communications at Centro Cultural. His organization partners with the Port of Portland to embrace principles of racial equity. Mr.

Gonzalez said the activation of voices is central to good planning to ensure community buy-in and equitable distribution of benefits.

Mr. Gonzalez shared photos of the Tamale Night outreach event and explained the approach as a blending process where community already meets. This was a holiday event that engaged people in culture and helped build long-term relationships with the Port of Portland. 54 community members attended Tamale Night. Spanish speaking community members were also engaged online. Centro Cultural has teamed with the Port of Portland to host multiple tours of Hillsboro Airport with Spanish-speaking interpreters. One more Spanish-speaking tour is scheduled and an open house event with ice cream will take place on April 5.

Seth Baker provided an overview of winter outreach activities.

- The online open house was promoted through agency partners, Facebook advertisements and a postcard to 12,000 residences near Hillsboro Airport, as well as through PAC member networks and channels.
- Most people who responded to the survey on the online open house said they lived in a Hillsboro ZIP code, with the most respondents living in the same ZIP code as the airport.
- The online open house included an interactive map that let people compare the different airport alternatives and provide comments. A summary of comments is available in the Winter Outreach Overview handout.
- The survey also asked people how they would like to engage with the Port of Portland and receive information about Hillsboro Airport. Most respondents said they preferred electronic methods such as websites and email. The project team will continue to ask this question at the upcoming open houses.

Wrap Up: Updated Airport Alternatives

Patrick Taylor of Coffman Associates provided a review of the alternatives analysis process:

- PAC Meeting #5 (December 2017): Collect PAC comments on airport alternatives
- Winter outreach: Collect community comments on airport alternatives
- PAC Meeting #6 (March 2018): Collect PAC comments on subarea alternatives
- Open houses (March/April 2018): Collect community comments on subarea alternatives
- PAC Meeting #7 (June 2018): Collect PAC comments on preferred alternative

Patrick Taylor reviewed some of the airside facilities that would not be discussed in depth for the subareas:

- Airside facilities such as runways and taxiways are eligible for Federal Aviation Administration (FAA) funding at the 90 percent level.
- HIO's runway object free area (ROFA) is not standard and the Port is pursuing solutions in the master plan; Cornell Road would need to be rerouted around the ROFA to preserve the main runway length.
- The Runway 13R RSA is non-standard because the drainage ditch does not meet grading standard. The MP chapter reflects the FAA alternatives process for examining/analyzing non-standard RSA. The first alternative to consider is to bring the RSA up to standard and that is the

preferred solution. More detailed alternatives covering how to bring the RSA up to standard, such as rerouting the ditch, installing a culvert, etc., is to be outlined in an Environmental Assessment.

- There are documented areas where pilots are sometimes confused, known as “hot spots,” that will be mitigated in the master plan with pavement design.
- Taxiway crossings have been adjusted for efficiency.

Patrick Taylor explained plans for the landside facilities of Hillsboro Airport property:

- If adequate land is reserved for long-term aviation uses, the FAA will allow extra land on airport property to be developed for some non-aviation uses that benefit the airport.
- All of the alternatives considered in the master plan satisfy the 20-year facility requirements for aviation needs and also reserve extra land for the 50-year horizon.
- The west side of airport property is well established and not considered in alternatives.
- In response to PAC and community input, all alternatives assume the terminal location will remain in the Cornell Parcel to retain proximity to MAX station and Washington County Fairgrounds.
- All flight schools would be relocated from the Cornell subarea to the Evergreen subarea near the smaller training runway.
- The subareas consider developing extra airport property for commercial or industrial non-aviation uses.

Patrick Taylor reviewed the goals of the alternatives analysis process, which includes identifying a long-term plan that is an efficient use of space, flexible to meet changing needs, can be incrementally implemented, and is affordable. The alternatives are undergoing an iterative process considering feedback from PAC members and the community. The project team is also trying to develop alternatives that satisfy evaluation criteria reviewed by PAC members at PAC Meeting #4. The project team plans to present a preferred alternative at PAC Meeting #7 and phasing options for implementing the preferred alternative at PAC Meeting #8.

Regarding stormwater, Patrick Taylor explained that stormwater management was an important consideration but not necessarily a constraining factor when evaluating the alternatives. More information will be available on this topic after a preferred alternative is identified.

Patrick Taylor presented the three airport alternatives, which had been updated since the previous PAC meeting.

- The three airport alternatives correspond to three subarea alternatives for the Cornell Subarea and Evergreen Subarea, which would be the focus of the meeting. E.g., Airport Alternative 1 consists of Cornell Alternative 1 and Evergreen Alternative 1.
- A change to one subarea may affect the other corresponding subarea. E.g., removing a facility from Cornell Alternative 1 may require its relocation in Evergreen Alternative 1.
- All alternatives have very similar proposals of infill hangers in the airport’s west quadrant. This area is not expected to change much due to its current buildout.
- All alternatives assume the flight schools would be relocated to the Evergreen Subarea.
- All alternatives reserve a similar corporate aviation area.

- The primary differences among the alternatives is the location of the terminal building and the flight schools.

Patrick Taylor showed the updated noise contours using day-night average sound level (DNL), which is a noise modeling metric that displays a weighted average of noise that gives nighttime noise increased value. The noise model was developed using the Airport Environment Design Tool (AEDT). The project team may use the AEDT to provide other noise metrics after a preferred alternative is identified.

- Noise contours are most affected by the location of flight schools and helicopter operations.
- Alternative 1 – Noise levels are shifted north near the helipad.
- Alternative 2 – Noise levels are shifted farther east over areas that have been less affected by noise historically.
- Alternative 3 – Noise is most constrained to airport property due to location of flight schools near the center of the airfield.

Washington County – Event Center Update

Rob Massar of Washington County provided an update for PAC members to consider on the Washington County Fairgrounds' planned Event Center, as the Cornell Subareas include some development on the Fairgrounds in partnership with Washington County.

- Washington County expected construction on the Event Center will begin by the end of 2018 and completed in 2020.
- Some elements may change toward the end of the design phase to stay within budget.
- The Event Center will be located in the southeastern corner of the fairgrounds. It includes parking lots to the north and to the south, and an acre-sized plaza that wraps around the building. Space near the Event Center will be able to host large outdoor attractions, such as circuses.
- The design of the building is flight-inspired in recognition of neighboring Hillsboro Airport.
- The Event Center's conference center can host nearly 800 people for a banquet, and can also be divided into four separate spaces.
- Across from the banquet hall will be meeting rooms for breakout spaces of larger conferences.
- The expo hall is designed to have larger shows and can fit 210 booths that are 10-foot by 10-foot.

Henry Oberhelman asked if the event center would be named through a public process. Rob Massar said the County had been planning to call it the "Washington County Event Center" but the agency could consider opening a public selection process.

Henry Oberhelman asked what the seismic rating of the Event Center would be. Rob Massar said the building would remain standing after a significant earthquake but it would not necessarily remain in service. The building may be safe to use as an emergency shelter, but would probably not have running water or sewer functions.

Juan Carlos Gonzalez asked if the Event Center would have non-automotive amenities to encourage alternative transportation. Rob Massar said the north side of the Event Center would have a pull-

through for buses, ride-sharing and driverless cars. There would also be electric vehicle charging stations.

Cornell Market Study

Steve Winkle, Port of Portland Leasing Manager, provided an overview of the Cornell Market Study underway to inform development alternatives for the Cornell Subarea and Washington County Fairgrounds properties. Preliminary findings of the market study include:

- There is demand for retail space in the area - nearly 100 percent of retail space is full.
- Commercial retail development cannot be supported by Hillsboro Airport and Event Center activity alone – it needs to attract visitors from the general community.
- There is demand for up to two hotels of different uses, such as a conventional hotel and an extended stay hotel. Hotels do not need road-facing lots to be successful.
- There is likely demand for one restaurant, but it will likely be more successful south of Cornell Road.

Overview of Cornell Subarea Alternatives

Patrick Taylor presented the three Cornell Subarea alternatives.

Cornell Alternative 1

- Alternative 1 is similar to the existing development pattern and represents the least change.
- The terminal building is moved north to make use of excess airside space.
- Some corporate aviation or fixed-based operator (FBO) envisioned to support terminal activity.
- Parking meets the 20-year forecast for parking.
- There is less opportunity for retail space north of Cornell Road.
- There could be a single restaurant on the corner of Cornell Road and 34th Street.
- The existing signalized intersection would be maintained as the primary entrance to the airport.

Cornell Alternative 2

- The terminal building is moved to the north to make use of excess airside space.
- Other aviation facilities are maintained to support terminal activities.
- There are more opportunities for commercial or retail space north of Cornell Road compared to Alternative 1.
- A restaurant is planned across from the Event Center.
- There is potential for an aviation learning campus.

Cornell Alternative 3

- Represents the most change among the alternatives – redesigned as if the space were developed today.
- Terminal building is oriented with the main runway.
- Parking lot would have a more typical loop for passenger drop-off and pick-up.
- Much commercial use is planned on both sides of Cornell Road.
- Includes an extended stay hotel.

Jerry Willey asked Patrick Taylor to explain the reasoning behind having a single-story and a two-story terminal building. Mr. Taylor explained that the alternatives depicted the space needed for a single-story terminal, and a double-story terminal would have a smaller footprint with the same square footage. Terminal buildings that operate a shuttle are not usually two stories because there is no need for a ramp. Mr. Willey suggested a second story could be used for community or business purposes.

Jerry Willey asked for a cost comparison of surface parking compared to structured parking. Patrick Taylor said the cost of structured parking is much higher per space, and it is difficult to justify the need for structured parking if there is adequate land for surface parking.

Small Group Activity – Cornell Subarea

PAC members were divided into small groups to discuss the three Cornell Subarea alternatives using large tabletop maps. Each group had a technical advisor and small group facilitator taking notes on a flip chart. The same activity was available for community members who attended the meeting.

A representative of each small PAC group reported their top findings to the room.

Group 1

- Cornell Alternative 3 seemed to integrate community uses better than the other alternatives through mixed use of retail space.
- Cornell Alternative 3 seemed to be more flexible to expand and improve for changing circumstances in the future.
- Cornell Alternative 1 seemed less flexible and does not maximize future use of the space.

Group 2

- Cornell Alternative 3 was popular.
- The parking layout of Cornell Alternative 1 does not create a welcoming view.
- Considered structured parking, whether the proposed amount of surface parking is adequate, and the parking management tools available.
- Cornell Alternative 2 and 3 had better noise profiles than Cornell Alternative 1.
- Need to address historic structures on airport property.

Group 3

- Cornell Alternative 3 seems the most promising with some changes:
 - Use design to reinforce the corridor between the MAX light rail station, Event Center and terminal building.
 - Move the terminal south to be in the line of sight from 34th Avenue and create a visual identity for the area.
 - Change “strip” retail into a “node” model to create the “gateway” sense of place on Cornell.

Public Comment

Michael Gallagher

Michael Gallagher said he was pleased to see stormwater in the presentation but pressed that earthquake preparedness needs to be included in the master plan. Mr. Gallagher has received indication from others that Hillsboro Airport will be the region's primary airport after a large seismic event until Portland International Airport can recover. He said the master plan should consider how large military transport aircraft could be used to bring supplies into Hillsboro Airport and ensure plans do not create constraints for those aircraft. The most cost-effective solution to seismic preparedness is putting a plan in place, and the plan should not be developed after an emergency happens. Mr. Gallagher said the updated noise contour maps for the alternatives seemed to show expanded noise effects over residents. He asked the project team to calculate how many people would be affected by noise under the proposed alternatives.

Miki Barnes

Miki Barnes said the best way to encourage engagement in a democratic society is by a vote of the people. She said the Port of Portland serves the flight schools on its property, and the flight schools serve foreign interests. She specifically said the flight schools are training pilots for Chinese President Xi Jinping. Ms. Barnes said the project team was doing a disservice to the community who is affected by air toxins and noise from airport activity. Ms. Barnes lives 12 miles from Hillsboro Airport and has aircraft over her house every few minutes. Ms. Barnes did not appreciate the suggestion to move noise over less densely populated areas. Ms. Barnes said the project was forcing its will on the people and it could be addressed by inserting democracy into the process. She asked for a show of hands of how many people would like student pilots circling their home.

Anne Pressentin reminded the room that the PAC is an advisory body to Port staff and thanked Miki for her involvement in the process.

Overview of Evergreen Subarea Alternatives

Patrick Taylor presented the three Evergreen Subarea alternatives. He explained that all of the alternatives propose conceptual industrial use for land that is not needed for aviation purposes. New air traffic control tower location options are considered in each alternative.

Evergreen Alternative 1

- Flight schools are relocated near the helipad.
- A new road is extended from 30th Avenue and the existing traffic signal is utilized on Evergreen Road.
- Pedestrian and bicycle path is added from Brookwood Parkway to access the flight school area.

Evergreen Alternative 2

- Flight schools are relocated to the east quadrant near Brookwood Parkway.
- Flight school location is less efficient for helicopters, since it is farther from the helipad.
- There are two road entrances and an optional third connection to Dawson Creek Drive.
- The industrial concept allows for slightly larger buildings.

Evergreen Alternative 3

- Flight schools are located near the center of the air field.
- Less road construction is required, and no new intersections at Evergreen Road.
- Existing T-hangars would eventually be replaced by flight schools.

Charles Hagele asked why the air traffic control tower needs to be moved and Colin Cooper asked what the ideal height of the tower is. Patrick Taylor said the tower is old and the FAA is discussing replacing it at some point. The master plan is providing viable options, and the FAA will decide when and where to move the tower. The height of the tower depends on the tower's location – it needs to provide views of the ends of the runways.

Henry Oberhelman asked if stormwater facility locations have already been decided. Patrick Taylor said they have not been decided but the Evergreen Subarea would use a regional approach to stormwater management.

[Editor's note: For master plan purposes, the Port is using a regional stormwater approach for aviation areas; stormwater management for non-aviation areas will be based on individual tenant lease agreements. The Port will engage in a stormwater master plan for Hillsboro Airport following the completion of this master plan update.]

Jerry Willey asked what the difference is between T-hangars and box hangars. Patrick Taylor said there is a current preference for box hangars because they provide space for a work station or an office. T hangars are shaped to primarily store aircraft.

Charles Hagele asked why space is not preserved at the end of the crosswind runway for future expansion. Patrick Taylor said the crosswind runway is used sparingly and meets the need. There is no need to expand the crosswind runway when the primary runway is available.

Henry Oberhelman asked to confirm the helipad is in the same orientation. Patrick Taylor said yes.

Small Group Activity – Evergreen Subarea

PAC members returned to their small groups to discuss the three Evergreen Subarea alternatives using large tabletop maps. The same activity was available for community members who attended the meeting.

A representative of each small PAC group reported their top findings to the room.

Group 1

- Use of existing intersection in Evergreen Alternative 1 would have the least impact on Evergreen traffic.
- Flight school locations in Evergreen Alternative 2 would create new noise impacts to a densely populated area.
- Flight school locations in Evergreen Alternative 3 would have the smallest noise impact, but road layout of Evergreen Alternative 1 is preferred.

Group 2

- Flight school locations are optimal in Evergreen Alternative 3 because they are near the center of the airfield near the helipad and reduce noise effects to the community.
- A bike path in the Evergreen Subarea could encourage bicycle use.
- Would there be public health issues associated with a bicycle/pedestrian path near the end of the crosswind runway?
- What kinds of jobs would come into the new industrial land?

Group 3

- Discussed the benefits and challenges of flight school locations near Brookwood Parkway or closer to the center of the airfield – the central location seems preferred due to noise effects.
- The flight school location of Evergreen Alternative 1 would have an increased noise effect on Evergreen residents.
- Need to consider the effects of helicopter hovering and runups on nearby neighbors in all alternatives.
- In Evergreen Alternative 3, need to extend the road from flight schools to Evergreen Road.

Anne Pressentin asked PAC members if there is additional information they need for the next meeting as they consider the preferred alternative. Jerry Willey said it would be useful to have an inventory of historic buildings.

Anne Pressentin asked for closing thoughts. Henry Oberhelman said the Cornell Subarea discussion was good, particularly discussion of potential community uses of terminal building space such as a demonstration area, youth activity area, or conference center.

Keyanus Jacobo addressed comments shared by Miki Barnes during the public comment period. She said Ms. Barnes's comments were not constructive and suggested the PAC pursue a method to keep unhelpful comments in check. Ms. Jacobo emphasized the need to be respectful and said the PAC's work was fulfilling.

Next steps

Ryan Parker shared next steps for the master plan process.

- The project team will use comments collected during the PAC meeting and at upcoming open houses to develop a preferred alternative.
- The first open house is scheduled March 22 at the Hillsboro Brookwood Library in the same room used for this PAC meeting. There will be ice cream.
- Centro Cultural will host a Spanish-speaking open house with the Port of Portland on April 5 in Cornelius.
- The final Spanish-speaking Hillsboro Airport tour is scheduled March 31.
- More environmental information will be available at PAC Meeting #7.
- Seismic planning has been an ongoing effort throughout the master plan process, and the Port will bring more information to the next PAC meeting.
- PAC members will receive master plan chapters for forecasts and facilities within a week.
- The FAA have approved the forecasts prepared for the master plan.
- PAC Meeting #7 is June 21 at Hillsboro Civic Center.

Adjourn

Evaluation

11 members submitted evaluation forms.

1. Overall meeting quality	Poor 0	Fair 0	Good 3	Excellent 8	
2. Pacing	Too slow 0	A little slow 0	Just right 11	A little fast 0	Too fast 0
3. Presentations	Poor 0	Fair 0	Good 8	Excellent 3	
4. Meeting materials	Poor 0	Fair 0	Good 6	Excellent 5	
5. Discussion	Poor 0	Fair 0	Good 4	Excellent 7	

6. Most useful?

- Great visual aids
- Breakout sessions/small group discussions
- Multiple input opportunities
- Relevant presentation
- Good broad overview

7. Least useful?

- Noise contours - development presentation
- Need to correct false information with data (not clear what this means – any idea?)

8. Additional suggestions

- Talk more about possible timelines of buildout
- Noise profile comparison all on one sheet so we can see them without page turning

Small group activity notes

- **Evergreen, Group 1**

- **Group Leads: Jayson Shanafelt, Sean Loughran**

- Alternative 1
 - It's not a great idea to put another access intersection on Evergreen. We want to be careful about putting access points close together.
 - Like the idea of an intersection at Brookwood library.
 - Is Alternative 1 most efficient?
 - There is a larger expense in tearing down hangars and building new ones.
 - This is a safe and probably the most efficient option.
 - Does the Port own the airport's storm water treatment?
 - Curious about number of operations for fixed-wing planes.
 - This seems appropriately scaled for the future.
 - This visually looks like a logical layout.
 - But, if 70% of flights need to taxi to 31R, that is a bit of distance.
 - Doesn't really maximize the space nor consider future use.
 - How do environmental impacts compare between alternatives?
 - Do we have an airport curfew?
 - How were parking spaces forecasted?
 - Alternative 2
 - The biggest residential impact is noise.
 - Why is the helipad located far away from the flight school? Does that make sense?
 - We don't like Alternative 2 due to flight school access.
 - Alternative 3
 - Doesn't seem very "future-thinking"
 - No T-hangars in aviation reserve space?
 - Feels more integrated for community use/access and better mix of uses
 - Flexibility to meet future timelines
 - Centralized de-icing facility?
 - How do you put an FAA tower near a new roadway?
 - Neighborhoods to the West – getting additional noise
 - Improvements towards the South, but not a lot
 - Seems like less box hangar spaces – reduction in tenants?
 - This group preferred the roadway from Alternative 1 and like the flight school location in Alternative 3.

- **Cornell, Group 1**

- **Group Leads: Jayson Shanafelt, Sean Loughran**

- Alternative 1
 - Seems like all parking
 - Noise patterns? Unclear about which alternative is best?
 - Overlay of property near airport?
 - Does the airport noise affect the library? Do we ever get comment from the library staff?
 - Why does the 55 DNL not change much between alternatives?
 - Could put a restaurant in the hotel
 - Keep thinking about future expansion – Why wouldn't we accommodate for the future? We keep coming back to Alternative 3.
 - Concern about historical buildings?
 - What about the mushroom? Could we move it?
 - Is the parking enough to serve all the aviation demand as well as retail?
 - Why is the open area near the fairgrounds empty?

- **Evergreen, Group 2**

- **Group Leads: Chris White, Dave Nafie**

- Alternative 1
 - Traffic connection to Brookwood would cause cut-through traffic (negative)
 - Alternative 2
 - This one has better bike/ped for flight school students.
 - Alternative 3
 - This alternative has the most development.
 - The source of noise is moved to the interior of the airport, which is better for the community.
 - This option is preferred because it provides the most flexibility.
 - We like that we are encouraging bike/ped traffic with this alternative. A multimodal path gives community access, which is positive. What is pedestrian infrastructure – just a sidewalk? We want a good loop.
 - Do we want to encourage bike/ped so close to a source of emissions? Equity issue. Emissions levels within new bike/ped infrastructure should be monitored and analyzed.
 - Is there enough capacity in terms of number of hangars?
 - Main differences between alternatives are flight school and noise.
 - Will roads be private or open to the public? Who will own them?
 - What standards will the non-aviation buildings be built to?
 - We want family-wage jobs, not low-wage jobs. Can we set a policy for this?

- **Cornell, Group 2**
 - Group Leads: Chris White, Dave Nafie**
 - Alternative 1
 - Exclude this option. Visually unwelcoming due to the parking lot with the road. Also, retail is important.
 - Concerned about drainage.
 - As a GA pilot, the North area doesn't fit well. It is wasted space.
 - This option is better in terms of noise than the existing situation.
 - Alternative 2
 - Alternatives 2 and 3 are equally considered the best options regarding noise.
 - Alternative 3
 - Alternatives 2 and 3 are equally considered the best options regarding noise.
 - More retail is a good thing.
 - Looks like there will be more parking than alternative 1 and 2.
 - How will all this parking drain? (swales, treat in place?)
 - Code may require this in the future. We want to include modern treatment and drainage options.
 - Has more potential to draw community in.
 - What is the expense to implement this? Is it affordable? Can we phase it in?
 - Returns more revenue. Maybe easier to phase. Could support event center with this and hotels.
 - We like the restaurant near the event center.
 - We want a learning center to teach airways science, space, and other topics to children.
 - Where is the mushroom structure and other cultural resources? Can we relocate and preserve it?
 - Need more extended stay hotel space – this could take pressure off the rental market.
 - There is complexity around paying for parking.
 - Would there be competition with paying customers vs. free parking?
 - Key cards? But there is a lot of parking proposed – would need a lot of key cards.
 - Looks like there is nearly the same amount of parking in all concepts.
- **Evergreen, Group 3**
 - Group Leads: Seth Baker, Patrick Taylor**
 - Need to address shift of noise to new area. How do you mitigate new impacts?
 - We need to avoid creating new areas affected by noise.
 - Alternative 1

- From an efficiency perspective, this alternative locates the flight school closest to training facilities.
 - Is there an environmental impact of a less efficient layout?
 - There is value in building a longer road to locate the flight schools in the center of the airport.
 - Good to leverage existing public facilities (signals, intersections)
 - Would like some kind of amenity like a convenience store.
 - Doesn't seem fair to increase impacts to a small group of people (rural, noise)
 - Increasing noise impacts affects the perceptions affects the perception of the airport as a public asset.
- **Cornell, Group 3**
 - Group Leads: Seth Baker, Patrick Taylor**
 - City doesn't prefer strip retail
 - "Boxed" intersections reinforce gateway feel.
 - For future – show noise contours for all alternatives on single map
 - Consider public viewing area in terminal, other public uses
 - Like second-story conference area in current terminal
 - Want to explore "maximizing" use of county land. There is lots of open space now. (Historical challenges.)
 - Like the use of retail along Cornell.
 - Alternative 1
 - This alternative is not a "gateway".
 - Alternative 3
 - Like the use of the triangle.
 - This feels like a better "gateway".
 - This is the most bold option and has space for flexibility for expected growth.
 - Would like to see 3D graphic of alternatives.
 - Want better connection between MAX and Cornell intersection.
 - Want to create "spine" connecting MAX to terminal
 - Could this accommodate urban air transport? Not addressed by FAA.
 - Would like to see terminal when they pull in (move alternative 3 terminal South, maintain view of airfield).
 - Add family activities in terminal.
 - Is it dangerous locating Airway Sciences closer to RP2?
 - Wrap up
 - MAX corridor to terminal
 - "L" shaped box intersections preferred
 - Move terminal slightly south

Cornell/Evergreen, Community Group**Group Lead: Aaron Ray**

- Be mindful of traffic impacts that could result from commercial development, particularly along Cornell Road.
- If Cornell Road is not improved, there may not be capacity to handle increased demand.
- Do not underestimate the need for T-hangars in favor of box hangars due to affordability.
- Will infrastructure to charge and maintain electric aircraft be a consideration in the plan?

DRAFT

Written Comments

Michael Gallagher

Hillsboro Airport Master Plan Update – Comment Card


Date: 3/22/2018

Public comments on the issues discussed by the Planning Advisory Committee are welcome. Time is reserved at each meeting for public comment. Up to 3 minutes will be allowed per speaker.

I wish to address the committee.

Name: MICHAEL GALLAGHER

Comment:


 COMMENT: DO WE HAVE
 OR PLAN TO HAVE AN
 ACTUAL DISASTER RESPONSE
 PLAN FOR KID IN
 THE EVENT PDX IS
 OUT OF OPERATION
 FOR AN EXTENDED
 PERIOD FOLLOWING

The back of this sheet may be used for additional comments.

11/23/2018

DRAFT

Responses to Questions

Answers to questions are currently under review and will be included prior to PAC Meeting #7

Q. *Can you provide a cost comparison of surface parking and structured parking? [Jerry Willey]*

A.

Q. *Do we have, or plan to have, an actual disaster response plan for HIO in the event that PDX is out of operation for an extended period following the big one? [Mike Gallagher]*

A.

Q. *What is the number of residences affected by changes in noise contours as a result of airport layout changes? [Mike Gallagher]*

A.

Q. *What is the number of residences affected by changes in noise contours as a result of airport layout changes? [Mike Gallagher]*

A.

Q. *Please identify a strategy to keep public comments respectful. [Keyanus Jacobo]*

A.